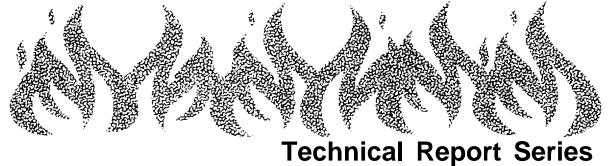
United States Fire Administration



Ramada Inn Air Crash and Fire Wayne Township, Indiana



Federal Emergency Management Agency



United States Fire Administration

National Fire Data Center

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Ramada Inn Air Crash and Fire Wayne Township, Indiana (October 20, 1987)

Investigated by: Randolph E. Kirby

This is Report 014 of the Major Fires Investigation Project conducted by TriData Corporation under contract EMW-86-C-2277 to the United States Fire Administration, Federal Emergency Management Agency.



Federal Emergency Management Agency



United States Fire Administration
National Fire Data Center

SUMMARY OF KEY ISSUES

Issues Comments

Cause of Fire	Military aircraft crashed into building, igniting its fuel.
Fire Fighting	Airport Fire Department arrived in one minute. Fire knocked down within three minutes - example of having right equipment at the right time.
	Lack of information on whether plane was armed partially delayed search efforts. Quicker access to military is needed.
Building Structure	Building held up well. Was soundly constructed, with masonry and fire proof steel components.
	Flexicore concrete panels in floor/ceiling assembly helped channel heat away from fire source.
	Double pane windows prevented fire and smoke from entering building in many areas.
	Interior walls and doors restricted or impeded movement of fire and smoke.
Fire Protection Equipment	Smoke alarms in each room and automatic fire alarm alerted guests and employees. There was no sprinkler system.

SUMMARY OF KEY ISSUES (cont'd)

Issues Comments

Incident Command	Strong, coordinated command, through most of incident. Wayne Township Fire Department's Disaster Plan was successfully used.
Evacuation	Guests and employees evacuated on their own upon hearing fire and smoke alarms. Difficulty in accounting for all guests and employees.
Communications	Problems with communications among fire departments, especially between vehicles.
Media Relations	Wayne Township Fire Chief gave frequent press releases. Used media to request hotel guests to report in. Proactive media relations successfully minimized distraction from fire fighting effort.

RAMADA INN AIR CRASH AND FIRE

Wayne Township, Indiana, October 20, 1987

Investigated by: Randolph E. Kirby

Local Contacts: Chief Richard Lamb

Wayne Township Fire Department

6456 West Ohio Street

Indianapolis, Indiana 46241

(317) 247-8501

Chief Jim Underwood

Indianapolis Airport Fire Department

2500 S. High School Road Indianapolis, Indiana

(317) 248-5089

Marshal Larry Bosell Indiana State Fire Marshal

Suite 900

1099 N. Meridan Street Indianapolis, Indiana 46204

OVERVIEW

On October 20, 1987 at 0911, the control tower at the Indianapolis Airport was advised by the pilot of an A-7D Corsair single-engine military aircraft of an intended emergency landing due to engine failure. The Airport Fire Department began its normal response to set up on the intended runway.

Due to low weather ceiling and poor visibility the plane overshot the intended runway, circled the airport and attempted to fly to an alternate runway. The Fire Department, having seen this, attempted to follow the aircraft. The pilot, unable to maintain altitude, ejected from the aircraft at approximately 500 feet.

The unoccupied aircraft careened off the roof of a Bank One branch building in the 5600 block of Bradbury Avenue in Wayne Township, crossed the street, hit an embankment, went airborne for approximately 25 feet and bellied into the front of the Ramada Inn. The aircraft shattered into many pieces, sending the cockpit and engine into the lobby and its wings to the top of the carport and upper floors of the hotel, simultaneously igniting its approximately 20,000 lbs. of fuel. Nine employees of the hotel were killed, all in the lobby and areas adjacent to the lobby. Four non-fire fighters were injured: an employee, a visitor to the hotel, a guest and the pilot. The visitor's injuries were critical. In addition, three fire fighters were injured. (See in Appendix 3.)

Arriving within one minute of the aircraft's impact, the Airport Fire Department crash crew began a fire suppression and rescue operation which later proved to be the most important factor in minimizing deaths and injuries.

STRUCTURES AND CODES

Ramada Inn -- The Ramada Inn is a 7-story brick building with I65 rooms. It is located in an area called Park Fletcher within the Wayne Township jurisdiction, less than one half mile from the airport, and in close proximity to other hotels, and manufacturing and commercial buildings. The Ramada has enjoyed a very good fire history and fire code compliance. It was built approximately 20 years ago under the I.C.B.O. code and is constructed entirely of fire resistant materials. The structure is steel reinforced concrete with masonry block walls between rooms, and floor-ceiling assemblies of Flexicore panels.

The exit corridors are at least one hour fire-rated. Each of the seven floors is served by two fire proof stairwells located on opposite ends of the building. The first floor is 200 ft. x 100 ft; the tower section (second through seventh floors) is 200 ft. x 40 ft. The interior finishes are primarily vinyl wall coverings and commercial grade wall-towall carpet.

The first floor exiting is by way of corridors to the east and south of the building and front lobby. The kitchen and banquet rooms exit directly to the outside on the south end of the building. The restaurant and cocktail lounge have exits directly to the outside at the north side of the building as well as through the lobby. The second through the seventh floors exit through a center interior corridor to a fire tower located at each end of the corridor.

<u>Bank One</u> -- The Bank One building, located directly across from the front entrance of the Ramada Inn, is a one-story building, approximately 60 ft, x 60 ft. It is constructed of masonry material with a steel joist supported flat roof assembly. Both the bank and the Ramada Inn are on Bradbury Avenue,

OCCUPANTS

Approximately 130 guests were registered at the Ramada Inn the day of the fire plus an unknown number of employees. A hotel staff meeting was scheduled to take place on October 20, the day of the fire, but had been cancelled the day before. Therefore not as many employees were in the hotel at the time of the fire as might have been.

In July of 1987, following a mattress fire, the Wayne Township Fire Department had instructed the employees of this hotel in fire safety. This included procedures to follow regarding fire department notification and building evacuation. Thus, the employees had had recent fire safety training at the time of the fire; none were injured after the initial crash.

FIRE PROTECTION SYSTEMS AND EQUIPMENT

The Ramada Inn has a six inch standpipe system with two 1 I/2 inch hose outlets located on every floor, one at each end of the corridor. Portable fire extinquishers are located in the same areas. The building is equipped with an automatic fire alarm system and smoke detectors in each room. It is not equipped with an automatic sprinkler system.

The water grid system servicing the area around the motel is considered very good by fire department authorities. Fire hydrants are located strategically in close proximity to the Ramada. There was plenty of water for fire fighting.

FIRE DEPARTMENT EQUIPMENT AND TRAINING

The Wayne Township Fire Department has five fire stations with approximately 350 volunteer fire fighters. The department operates ten engines, three trucks, five advanced life support units, and three basic life support units. It is one of the largest and best organized volunteer departments in the nation.

The Indianapolis Airport Fire Department has one station with 26 fire fighters, three large crash trucks, one rescue vehicle, and one squad vehicle. The Wayne Township Fire Department was provided disaster training at the airport in May 1987. In addition, approximately 45 fire fighters from Wayne Township had completed an 80 hour course taught by the Airport Fire Department in Aircraft Crash and Rescue. Included in the 45 were four who were district chiefs or higher. The current disaster plan had been discussed within the Department on Monday, October 19, the day before the fire, and a mock disaster drill was planned for October 31. Their thinking about handling an aircraft disaster was right up to date.

Decatur Township Fire Department, which provided mutual aid, also received training in May 1987 at the airport firehouse. It included training on resupply and vehicle operation. In addition, Indianapolis, which also provided mutual aid, had several fire fighters who had recently taken disaster management courses at the National Fire Academy.

THE FIRE

The fire originated at 0917 in the front portion of the building. Upon impact, the cockpit and engine components of the A-7 aircraft went into the front lobby area. The A-7 is 48 feet long and 34 feet wide. Its wings severed from the main body of the aircraft, slamming into an area of the building just above the carport, blowing small pieces of metal through the windows of several rooms, and simultaneously igniting the remaining

fuel stored in multiple areas of the aircraft. A giant fireball momentarily engulfed the entire outside front of the hotel to about the fourth floor.

Within a minute after ignition, Airport Crash Truck 23 arrived on the scene and began attacking the fire with AFFF (foam) from the northwest corner of the building. Crash Truck 24 approached from the northeast corner of the building and joined Truck 23 in applying AFFF on the fire. Airport Unit 27 stopped on Bradbury Avenue, which was blocked by debris from the aircraft and from the damaged Bank One building. Its crew put on airpacks and entered the west side of the building looking for victims. Airport Unit 25 with two EMT's treated a burned employee who was coming through the east door. Another person, who had just stopped to use the phone at the hotel, was very badly burned and was found lying in the grass north of the carport. He was transported to the hospital by a private ambulance that happened to pass by. Information was obtained from one of the victims that people were trapped in the laundry room.

Within approximately three minutes the main body of the fire was knocked down. The Airport Chief ordered that the Wayne Township Fire Department be advised he was setting up a command post in a parking lot across the street from the hotel.

A major concern of the Airport Fire Chief at this time was whether the plane was carrying any armaments. The Airport Chief advised the Wayne Township Deputy Chief of this situation and radioed the Indianapolis Airport Authority to ask whether the aircraft had weapons aboard. An Indianapolis police officer was dispatched to the hospital to interview the pilot, who had survived a low-level bail-out and was conscious and in good condition after a quick medical check. It was learned from him that there were no armaments aboard, but the delayed information had already in turn delayed the search for victims.

Wayne's Deputy Chief, after being notified of the situation, immediately ordered all rescue services to be put on standby. He requested equipment from the Indianapolis Fire Department and the Decatur Township Fire Department. He further ordered that roads leading to the hotel be sealed off and reserved for emergency use only. He also ordered the

command bus to be brought to the scene. He established an equipment staging area on a roadway in close proximity to the hotel.

Upon arrival of the Wayne Deputy Chief at the scene, he began directing the water resupply effort to the crash units. When the first Wayne rescue unit arrived, a search and rescue effort was organized and implemented.

When Wayne's Fire Chief arrived at the scene, he placed his Deputy Chief at the command post while he began directing the fireground suppression operation. Pumpers, aerial devices, and handlines were strategically deployed to all sides of the building. He sent personnel to the Bank One building to ascertain if rescue was needed, but the Bank One building had been vacated by its six employees and three customers, and there were no injuries or fire present.

The Wayne Fire Chief, concerned that all hotel occupants had not been accounted for, coupled with the fact that he had incomplete information regarding the number of people in the hotel, ordered a second search of the hotel. Meanwhile, fire personnel were assisting a person from the south side area of the building who had jumped from a third floor room onto the first floor roof of the kitchen area. This person was transported to the hospital for treatment for smoke inhalation and possible fractures.

The search of the hotel revealed that all the occupants had vacated the building. The best estimate of the number of registered guests was 130. However, this could not be confirmed at the time.

Approximately 25 minutes into the fire incident, the fire was essentially out with the exception of some scattered hot spots. Concerned with uncertain estimates and incomplete accountability of the occupants, the Wayne Fire chief ordered another thorough search of the building. Assisted by the Indiana State Fire Marshal's Office, a room to room search was implemented. This time, luggage tags and other paraphernalia that would identify the occupant was collected. Meanwhile, a second Indianapolis Ramada Inn was contacted to ascertain whether or not their registration computer system would be of help in this endeavor.

The second search turned up no occupants. As it turned out, they were part of the tremendous crowd that had gathered to watch the fire event. Only two guests were assisted from the hotel by the fire department during the whole incident. The others apparently left by designated exits. The guests and employees who were in the restaurant, banquet rooms, and kitchen left by exits opening directly to the outside from these areas.

The local media was requested to broadcast announcements asking any hotel guests to call the American Red Cross and report their whereabouts.

A total of 88 fire fighting personnel in 22 units from four departments participated in the incident. Another 20 agencies and business assisted. (See list in Appendix 12.)

OVERHAUL OPERATION

After the fire had been extinguished, the task of discovering and removing bodies was begun. Crews entering the lobby area began removing parts of the aircraft. They were amazed to discover the good condition of the main structural members of the building, given the intensity and amount of fire that was present in this area.

The aircraft cockpit and engine were the largest pieces of the aircraft found. Heavy equipment had to be summoned to remove the engine.

Three bodies were found in an area behind the reception desk on the first floor. Another body was found in an office behind the reception area. Two bodies were found in an office off the lobby area. Three bodies were found in the laundry room, located down the hall from the lobby. All fatalities were later identified as employees of the hotel. A temporary morgue was setup at the northeast end of the parking lot.

Overhaul of the second, third, and fourth floors, north side, revealed numerous pieces of the aircraft in several rooms. The main fuselage was located in the center of the building on the second floor. A large section which was believed to have been a part of the right wing was found on the collapsed carport. It still contained some fuel and had to be lifted off by use of a crane. The nosewheel and strut were located in the middle of Bradbury Avenue. The left main gear was located in the southwest corner of

the Bank One parking lot. The ejection seat and canopy were located behind the bank building, a few hundred feet away.

FATALITIES

As stated earlier, there were nine fatalities. Four were burned beyond recognition and had to be identified by utilizing medical and dental records. The remaining five died essentially from smoke inhalation and some thermal burns. All the victims had high levels of carbon monoxide, ranging form 4.1 percent to 76.8 percent. Those with the higher levels were located a distance away from the lobby. According to the Indianapolis Medical Examiner, these high levels of CO indicate that the victims had a momentary awareness of what was happening.

INJURIES

Those injured by the fire included one female employee who was in the laundry room and escaped through the east end exit of the building. She was transported to the hospital for treatment of burns to the face and hands. According to Chief Lamb, she said she had run through smoke to an exit with which she was familiar. All of those who stayed behind in the laundry room died.

Another injury victim was a hotel guest, rescued from the kitchen roof on the south side. He was transported to the hospital for treatment for smoke inhalation and possible fractures.

A third victim received burns over 95 percent of his body. He had entered the hotel to use the telephone and was outside heading toward his vehicle parked next to the carport when the plane crashed. He was transported to the hospital.

The pilot who parachuted from the plane landed a few blocks from the scene and was transported to the hospital for treatment of shock and possible muscle strains.

One fire fighter from the Airport Fire Department was transported and admitted to the hospital for smoke inhalation. Two Wayne Township fire fighters were treated for smoke inhalation and released.

The Chief of the Wayne Township Fire Department ordered a "debriefing session" for all personnel involved in the incident. A Wayne County psychiatrist/psychologist was asked to conduct the debriefing. He immediately began meeting with various groups and individuals to lend assistance to those who were having problems coping with the events. Thus far, the debriefing has proven to be invaluable in reducing the stress and psychological impact of the incident on the personnel involved in it.

Some of the employees who were working in the Bank One branch the day of the incident are receiving psychological counseling by a local professional.

DAMAGE ASSESSMENT

The fire completely gutted the lobby area and caused considerable heat and smoke damage to the east, center and south exit corridors. It also destroyed some vehicles outside the hotel. Amazingly, the main structural members of the building survived in excellent condition. This was due in part to rapid extingishment and the fact that the main steel support beams had been sprayed with what was believed to be an asbestos material. There was no horizontal spread of the fire except in those areas where doors to offices were left open. The corridor walls and doors did an excellent job in fire containment.

The floor assembly, constructed of Flexicore concrete panels, withstood tremendous heat without any apparent structural failure. It is believed that this is due in part to the built-in cavities of the panels which may have distributed heat away from the source to a larger portion of the building.

Eight rooms on the upper floors were considerably damaged as a result of fire penetration from the outside, including from the fireball after the crash. There was no fire penetration from the inside of the building, floor to floor. The double glass panels used in the windows held up very well. In many places the inner glass remained intact even though the outer pane broke; fire and smoke did not get into those rooms. (Double pane

windows also proved effective in the Pebble Beach Urban Wildlands Fire.¹) Some exceptions, of course, were where pieces of aircraft knocked windows out. There was extensive smoke damage in the building.

Separation walls, corridor walls, and doors also did exceptionally well in this incident. There were no noted failures of the components except where the force of flying debris in the area of impact caused failure.

The roof of the Bank One building was struck by the plane's landing gear, which caused about 40 percent of the roof on the southwest side to collapse. There was no fire in this building.

The military aircraft, which was completely destroyed, was valued at \$7.9 million.

A final dollar loss estimate for the damage to Bank One and the Ramada Inn buildings was not available at the time this report was written, but was thought to be several hundred thousand dollars, and lower than expected considering that a plane crashed into the building with fuel on board.

LESSONS LEARNED

1. <u>Effective Disaster Plan</u> -- The outcome of this fire illustrates the necessity of having a well-designed disaster plan and incident command system that is frequently practiced by all people and departments involved. The Wayne Township and Indianapolis Airport Fire Departments were well prepared for the type of incident that occurred.

2. Rapid Response -- The almost immediate fire suppression activities by the Indianapolis Airport Fire Department halted the spread of the fire, minimizing further building damage and most probably preventing further injuries and loss of life. The one minute response time was possible because they literally saw the crash coming. The first vehicles in also had clear access to get close to the fire.

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¹ <u>Urban Wildlands Fire, Pebble Beach, California,</u> USFA Fire Investigation Technical Report Series, U.S. Fire Administration, Federal Emergency Management Agency, Emmitsburg, Maryland.

- 3. <u>Pre-fire Planning</u> -- Familiarization and pre-fire planning for selected high risk properties in one's jurisdiction is an essential part of any effective emergency plan. Emergency personnel must know in advance, in so far as possible, what they might expect during an emergency. This function must be an on-going program with continuous updating.
- 4. <u>Leadership</u> -- As with any emergency operation the successful outcome will depend on the competency of its fireground commanders. A continuing in-service training program for both officers and firefighters is crucial. Disaster situations, above all, require strong, aggressive, and competent leaders, as were present at this incident.
- 5. <u>Inter-jurisdiction Mutual Aid Cooperation</u> -- As proven again in this incident, the immediate response of mutual aid departments without hesitation or confusion was a key factor that influenced the successful outcome. Four fire departments cooperated in this incident. In large disasters, additional resources often will be needed.
- 6. <u>Construction and Inspection</u> -- Fire department influence on the design and construction of buildings also is crucial. Good construction enhances favorable emergency outcomes.

An ongoing, thorough, and effective plans review and building inspection program must be continually employed. In this case the hotel's fire defenses were in good condition and did their job. The superb construction of the building played an important role in preventing the upward spread of the fire from floor to floor. The fireproof coating of steel members prevented warping or distortion, thereby preventing any structural failure. The Flexicore concrete panels probably helped dissipate the heat from the fire. The double pane thermal windows appeared to have prevented smoke and fire from entering several rooms.

7. Military Liaison -- A large part of the nation is exposed one way or another to hazardous military cargo. Immediate contact with the military must be established to enable emergency services to assess the risk when such cargo is involved in a fire. If the pilot had not been available for questioning, there would have been a long delay in determining what was on the plane. As it was, there was some delay. Also, some incorrect information was received from Air Force personnel on the

scene as to the presence of armaments, according to Chief Lamb. It was difficult initially even to find out where the plane had come from to seek additional information on it.

8. <u>Media Relations</u> -- Good relations- with the media can be used to communicate with victims or survivors, and keep the media from adding to the problem faced. Early in the fire, Wayne's fire chief requested the media to broadcast an appeal to the hotel guests to report their whereabouts so they could be accounted for. The Chief also called several timely press conferences and gave press releases regarding the status of the incident. This allowed him to choose the times to deal with the press, instead of having them compete for his time and be a distraction.

CONCLUSION

The early arrival of proper fire fighting equipment and well trained officers and firefighters of both the Indianapolis Airport Fire Department and Wayne Township Fire Department were the main factors in the relatively successful outcome of this disaster. Their quick and efficient actions and strong, aggressive leadership minimized what might otherwise have been a major catastrophe. This outstanding effort was supported by the Indianapolis and Decatur Township Fire Departments, Indiana State Fire Marshal's Office and several other city, state, and federal agencies, which is testimony to the teamwork and esprit de corps displayed in this community.

APPENDICES

List of Slides and Videotapes, with a Diagram Showing Where Slides Were Taken. (Slides & tapes are included with the master report at the U.S. Fire Administration.)

Map of the Indianapolis Airport Region Showing "Jet Firefighter's Route" and Timeline of Events Leading to Crash.

Plan of Main Floor Showing Location of Bodies.

Fire Department's Chronological Report of Events.

Wayne Township Incident Reports (Hotel and Bank Building).

Wayne Township Fire Service Casualty Reports.

Wayne Township Civilian Casualty Reports.

Indianapolis Airport Fire Department Record of Occupational Injury or Illness.

- I. Diagram of Placement of Fire Equipment.
- J Aircraft Information Sheet.
- K. Airport Disaster Communications Plan.
- L. Units Used at the Fire and Agencies Who Responded.
- M. Wayne Township Fire Department Dispatcher's Log.
- N. Emergency Evacuation Diagram for Ramada Inn Guests
- 0. Victim Autopsy Reports. (Included in master copy only.)
- P. Strescon Industries Specifications Regarding Flexicore Floor Panels.

List of Slides and Videotapes

<u>Slides</u>	<u>Description</u>
1	North side of Ramada on fire prior to fire department arrival.
2	Extinguishing operation begins by Foxtrot (crash truck) approximately one minute after plane impact.
3	Members of Airport Fire Department advancing hand lines on top of carport.
4	Fire condition to front of building approximate y three minutes after plane impact.
5	Vehicle burning at east side of carport.
6	Building debris and parts of aircraft on Bardbury Avenue and Ramada parking lot.
7	Destruction to roof of Bank One.
8	Damage to Bank One ceiling and roof assembly as seen from the outside,
9	North side of Ramada after fire knock down.
10	Fire and impact destruction to carport.
11	Damage to concrete column caused by impact of aircraft wings.
12	Fire and smoke damage to north side of building.
13	Damage to outer layers of glass in windows.

<u>Slides</u> <u>Description</u>

South side of building after fire.

East side of building after fire.

- 16 West side of building after fire.
- 17 Fire damage to front lobby area.
- 18 Damage to carport from inside building.
- 19 Condition of main steel support beam.
- 20 Fire damage to lobby from different angle.
- 21 Door and corridor walls, second floor, after fire.
- 22 Removal of parts of aircraft from lobby and carport areas.
- Airport unit fighting fire with handline from atop partially collapsed carport.
- 24 Fires burning immediately after impact, before first airport unit arrives.

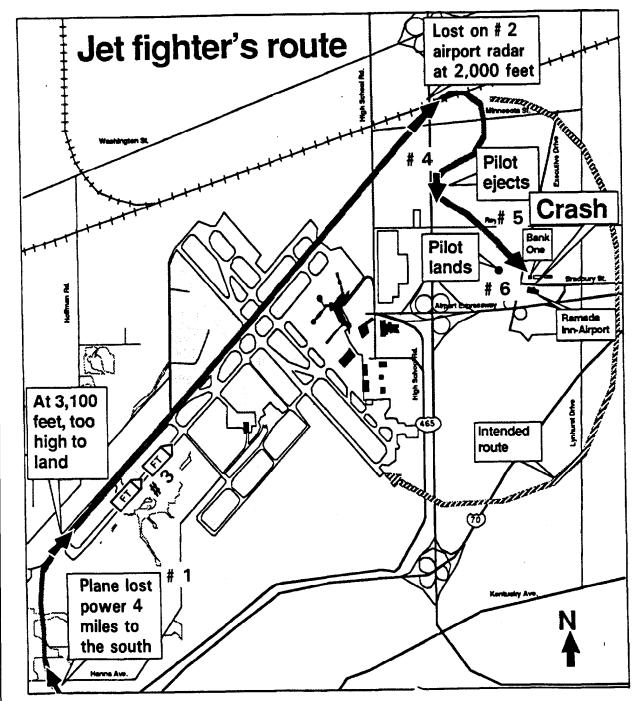
Videotapes

Excerpts from news reports live from the scene and news summaries.

Raw footage by cameraman from State Fire Marshal's office,

Appendix B

- "Jet fighter's route"
- Timeline of Events Leading to Crash



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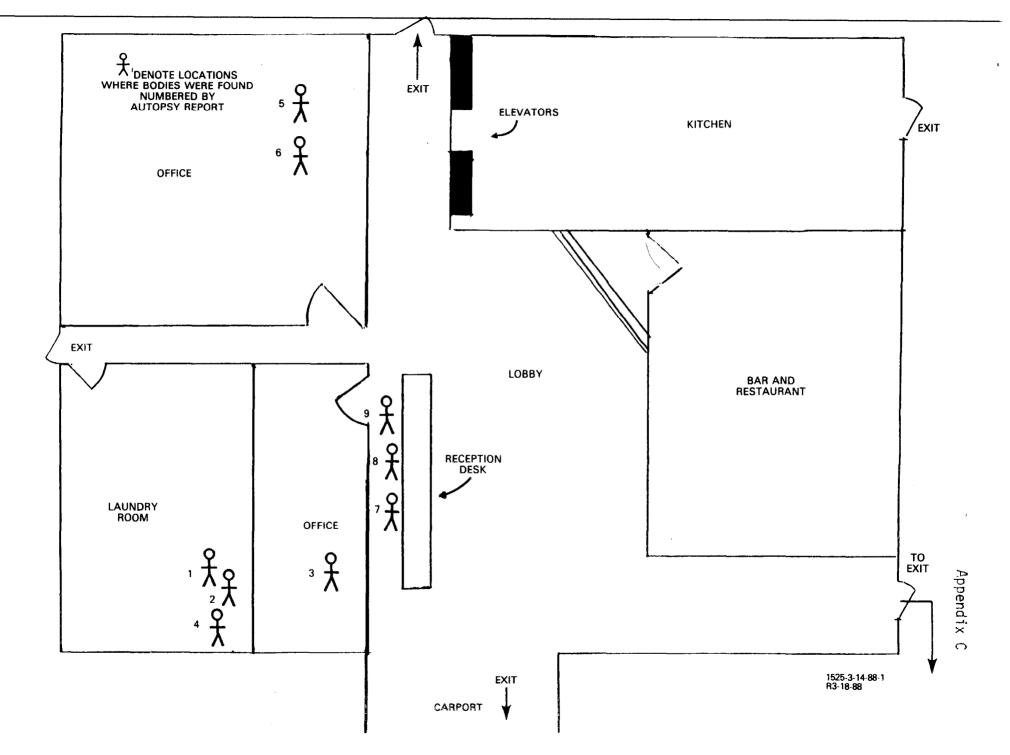
Timeline of Events Leading to Crash

- 1. 0914 Ground Control advised aircraft is 4 miles out.
- 2. 0915 Ground Control advised aircraft above the airport about 2000 feet. Thirty seconds later Ground Control sees him beyond and to the right of Runway 4-L.
- 3. At this time all foxtrot Equipment is proceeding northeast on taxi way A heading for the terminal area.
- 4. 0916 Ground Control advised something just happened. He just fired the rockets off. He just went down. He's on fire. He just blew up behind the Hilton.

Note: It was later learned that there were no armaments on the aircraft. What looked like rockets firing was actually the pilot ejecting from the plane.

Ground Control advised the aircraft is behind the Ramada Inn and there is fire on the canopy roof.

- 5. 0917 Plane's left landing gear hits the roof of Bank One building.
- 6. Plane hit grass area across from Bank One and goes airborne for approximately 125 feet slamming into front lobby and carport area of the Ramada Inn.



- 0911 The FAA Control Tower notified the IAAFD via direct line of a military A-7 making a emergency landing with a flame-out on R,W 31.
- 0912 The IAAFD began their normal response to set up on runway 31.
- 0913 The FAA ground controller advised IAAFD via radio we are changing to runway 41.
- (0914 Ground control advised aircraft is 4 miles out.
- 0915 Ground control advised aircraft above the airport about 2000 feet. Thirty seconds later ground advised we got him now he's over to the right,
- NOTE: At this time all foxtrot equipment is proceeding N.E. on taxiway A heading for the terminal area.
- 0916 Ground control advised something just happened, he just fired the rockets off. He just went down, He's on fire, He just blew up behind the Hilton
 - 304, advised Foxtrot 20 to remain on the airport and return to the firehouse.
 - Ground control advised the aircraft is behind the Ramada Inn, and there is fire on the roof.
 - 304, called Wayne Township Fire Departrent for assistance via a scanner radio located in Foxtrot

Foxtrot 23 and 27 took the Park Fletcher exit off of Airport Expressway while Foxtrot 21, 24, and 25 took the Lynhurst exit off Airport Expressway.

0917 - 'Vehicles arrive on the scene.

Foxtrot 23 sets up on the N.W, corner of the building and immediately starts applying AFFF to the fire.

Foxtrot 27 stops in the street which was blocked by debris from the aircraft and the crew starts to put on airpacks and grab some forcible entry tools, They start entry into the building on the nest side looking for victims.

Foxtrot 24 set up on the N.E. corner of the building and immediately starts applying AFFF to the fire

Fox trot 25, with two EMT'S started to treat burn victims coming out of the East door. A burn victim advised there were two people trapped in the laundry room. 354, went back to the east door to try and enter but flames kept him back and he was forced to stay outside the building.

351, got out of Foxtrot 21 and started scene command! directing FT 23, and 24 where to knock down the fire.

304, repositioned Foxtrot 21 to set up a command post, while contacting IAA dispatch to start the Signal I6 disaster plan in motion.

- 0918 304, radioed Hayne Township F.D. that a command post had been established in the parking lot across the street from the Ramada and that the first arriving engines are to lay hose into the back of the airpost crash trucks to resupply.
- 0920 Wayne Township E-11 arrived and started resupplying FT 23.

Wavne Township E-Z arrived and started resupplying FT 24.

Wayne Township F.D. notified Gas Co. and IPALCO.

Wayne Township notified Indianapolis Fire Department of Aircraft into building.

0921 Wayne Township E-9, E-10, and Car 2 arrived on the scene.

304, advises Wayne's Car 2 of the situation, and radioed IAA dispatch to try and find out whether this aircraft had any weapons onboard.

- Wayne Car 2, ordered all incoming apparatus to stage at Airport Expressway and the Bradbury exit ramp.
- 0924 Wayne Medic 9 arrived on the scene.
- Manpower was Organized to start a room by room, floor by floor, search.
- 304, radioed IAA Dispatch to call IFD and have them stage at the Expressway and bradbury.
- 10926 Indianapolis Fire Department E-18 arrived on the scene, followed by E-19, and E-13.
- 304, radioed IAA dispatch to make sure Emergency Management had been notified.

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<u> </u>		Lobl.		1 RHNCE			10	5	N IGNITION (IF	ANY)	The. c	Liect			1910	COMPLETE FOR ALL FIRE
f	OR	OF HEAT	OF IGNITION	(Heat Sou	rce)	TYPE OF MA	_	,		on)		MATERIAL		(Use)		ALI
· -	<u> </u>	د ي مُع	T. le F. R.C.	15.	10 - 1/	455 1B	7-1	1.50			STEVET				110	45.4 - 1.1 - 1.1
E	XTIN	100 OF IGUISHMEN elf-extinguish	T 4 0 Aut	table extinguishe omatic ext. syster -connect hose/ta	m g	D Master D Not classified D Undetermined		10	EL OF FIRE ORI Grade level to 9 ft		5 © 50 to 70 fee 6 KOver 70 feet	DO	TIMATED T			ÉS.
A 2	÷ 4	lake-shi* aids	6 p Pre	-connect hose/b -connect hose/h id-laid hose/hydr	ydrant draft sta	andpipe repo		3 0	10 to 19 feet 20 to 29 feet 30 to 49 feet		7 © Objects in fi 8 © Below groun 9 © Not classifie	d level				
L				, , , , , , , , , , , , , , , , , , , ,							0 = Undetermine			, ,		
. 11	E 1	SER OF STO story stories	4 ° 5 X	3 to 4 stories 5 to 6 stories 7 to 12 stories 13 to 24 stories	7 9 25 to 49 8 9 50 store 0 9 Undeter not rep	es or more 1 mined or 2	ONSTRU	sistive timber	TYPE	5 p Pro	protected non-com stected ordinary protected ordinary fected wood frame		9 P Not cla 0 P Undete	ected wood fra issified above emined or not	me	
		NT OF DAN	IAGE	Flame	Smoke	<u> </u>			Flam		ected wood irain		reporte		ne Smoke	
' (c	ontin	ed to the object of to part of to room of	oom or area of	1 a orgin 2 a 3 a	1 0 2 0 3 0	Confined to the Confined to state of the Confi	oar of area	31U	of origin 4 a 5 a 6 🔀	5 5 5 K	Undeter	d beyond stru nined or not r age of this typ	eponed	n 75		COMPLETE IF STRUCTURE FIRE
١١			FORMANCE space of fire or	ioio · ooer		n room or space or too small to op			SPRINKLER PER		NCE					SIŞ
' a	: 0	et not in roor	n or space of fire	e origin oper	9 P Not c	tassified above		1	2 = Equipment shi 3 = Equipment pre	ould have				nined or not rep		HE I
4	2 D	et not in roor	or space of or		8 º No de	Mectors present (I	N/A)		d Not classified	above						E T
1		ļ	MOST SMO		-		98 🖙 1		AVENUE OF SM	uct 4	□ Stairwell	9	O Not class			<u>[m</u>
	F SMI BEYOU	OKE SPREAD ID ROOM IGIN	C/-155	1 B F/A	ipiniable	Liquid	12		Corridor Celevator shaft		□ Opening in cor □ Utility opening			ined or not rep ie of smoke trav		
۱ ا	OF OF	IGIN					Lig	old	JP	. 4	Jet Fo	10/		98	10 N/A 1212	
; ["	МО	BILE PROP	ERTY	YEAR	MAKE			ODEL			RIAL NO.		LICENSE N	VO (fi any)		
- -	EQ	JIP INV IN	IGN	YEAR	MAKE				MODEL			SERIAL	NO.			
<u>_</u>	_	<u> </u>							<u> </u>				···			
	FFIC	ER IN CHA	RGE AT INCIO	DENT (NAME	1		POSIT	ION					DATE			ÑO.
1	EME	ER MAKIN	G REPORT	IF DIFFERENT	FROM ABO	OVE)	POSIT	ЮИ			 		DATE			ALL
L							L									S



	PLEA:	SE PRINT OR	TYPE, IN YOUR (OWN		WHYM	<u>U e</u>	7.	~ P		Fire Departm	ent		NFIRS-1
	WORL	DS. BOTH A 1 DNSE (WHEN	WRITTEN AND CO N NECESSARY), L BLACKING N/A C	IDED EAVING	NEEDED.	·	11	NCI	DENT REP	ORT				1 0 DELETE REC 2 0 CHANGE
Α	FDID	101217	INCIDENT NO	. ε	XP. MO.	DAY YEAR	1 º S	unday		Thurs Friday	ALARM TIME	ARRIV	AL TIME	TIME —"In Service" (Available)
8	TYPE	OF SITUAT Structure fire	FION FOUND 12 0 Outside of s AZARDOUS	structure fire	13 a Vehicl 14 a Trees, 15 a Trash,	e fire brush, grass fire rubbish fire	1 0 E	xtinguis #CUE	CTION TAKEN hment 4 ¤ flemo 5 to Standton only 6 ¤ Salva		7 0 Ambuland 8 0 Fill in, mo 9 0 Not classi 0 0 Undeterm	ve up, tran fied above		MUTUAL AID 1 Pecid 2 Given FOID. 0 N/A
	FIXE	D PROPERT		ipancy)	. 3/420	.09	<u> </u>		IGNITION FACTO	OR (C	ause)			
C	A	ouk u	i.Th Fires	T STER	, BANK	ing FAC	151	912			A FIRE			
D	COA	RECT ADDR	ESS (Up to max	mum of 29								ZIP CO		CENSUS TRACT
Ε	ocd	UPANT NAM	AE (Last, F	First, M.I.)	7019					- 1	1639-7		- 2 4 1	ROOM or APT.
}	owi	BANK ER NAME		irst, M.I.)		ADDRESS					0317	<u> </u>	TELEF	
F	0	onk on	e of I			101	MOL	UN	IENT C	REL	,			9-3000
G	10	HOD OF AU lelephone dire Aunicipal alarr	ct 5 a 1 n system 6 a 1	Radio Verbal No alarm rec	9 0 Not d d. 0 0 Unde	signal municipal lassified above termined or not re		gnal	DISTRICT	ai Ci i	SHIFT	~	ALARMS	5
ı	1	PERSONNE	L RESPONDED	Tie-Line (911)	NGINES RES	PONDED		_	AERIAL APPARA	TUS RES	PONDED	OTHER	VEHICLES	RESPONDED
нĮ														
	INCID	ENT - RELA	ATED ((COMPLETE	NFIRS 3)	(COMPLE'			INCIDENT - REL	ATED	COMPLE FIRE SV	TE NFIR	S 3) (COMPLETE NFIRS 21
] ر	СОМ	PLEX					98 -	N/A	MOBILE PROPE	RTY TYPI	(COMPLI	TE LINE	S)	08 ¤ N/A
ļ	AREA	OF FIRE O	RIGIN	······································					EQUIPMENT INV		(COMPLE	TE LINE	T)	98 □ N/A
L	FORM	OF HEAT	OF IGNITION	(Heat Sou	rce)	TYPE OF MAT	ERIAL I	GNITE	D (Compositio	n)	FORM OF M	ATERIAL	IGNITED	(Use)
- 1	METH	OD OF	3 Portable	extinguishe	. 8	o Master			VEL OF FIRE ORK		a 50 to 70 lest		TIMATED T	
- 1		GUISHMEN off-extinguish take-shift aids	ed 5 ° Pre-cor 6 ° Pre-cor	inect hose/h			or not	3 9	Grade level to 9 ft. 10 to 19 leet 20 to 29 leet 30 to 49 leet	8	i © Over 70 feet © Objects in fligh © Below ground © Not classified a	t level	LLAR LOSS	
Į										0	a Undetermined			<u>' </u>
. I	1 0 1	ER OF STO Stones	4 0 5 to 5 0 7 to	d 4 stories d 6 stories d 12 stories to 24 stories	7 = 25 to 49 8 = 50 store 0 = Undeter not rep	ss or more 1 of mined or 2 of	NSTRU Fire rea Heavy Protect	sistive timber	-combustible	5 Prote	otected non-combi icted ordinary otected ordinary icted wood frame	ıstıble	9 D Not cla	ected wood frame surfied above imined or not d
0	Confin Confin		ict of origin com or area of orgi		Smoke 1 D 2 D	Confined to the	or of one)In	Flame polorigin 4 d 5 d 6 d	5 moke 4 0 5 0 6 0	Extended i Undetermi No damag	ned or not		Flame Smoke 1 7 5 7 0 0 0 0 0 9 0
Ì	DETE		FORMANCE	3 0		Confined to str	of fire one		SPRINKLER PER	FORMAN		o uns tyl	PP (13/7)	
۲	3 0 0	alt not in room alt in room or	space of fire origin h or space of fire or space of origin - no n or space of origin	ngin - oper. o oper.	9 P Not c 0 P Under	re too small to op lassified above lermined or not re stectors present (h	ported		1 a Equipment ope 2 a Equipment sho 3 a Equipment pre 9 a Not classified a	uid have o but fire so				ined or not reported ment present (N/A)
a			TYPE OF MATE				98 0	N/A	AVENUE OF SMO 1 0 Air handling du 2 0 Corridor	JCI 4 0	Stairwell Opening in const	ruction (fied above ined or not reported
R	BEYO OF O	ICKE SPREAD IND ROOM RIGIN	FORM OF MAT	ERIAL GEN	IERATING M	OST SMOKE			3 a Elevator shaft	6 (Utility opening in	wall (0 No avenu	e of smoke travel (N/A) 98 □ N/A
. [
s	IF MO	PROP	PERTY	YEAR	MAKE		M	ODEL		SER	AL NO.		LICENSE I	NO. (If any)
7	IF EQ	UP. INV. IN	IGN.	YEAR	MAKE				MODEL			SERIA	L NO.	
ָ ֪֖֖֖֖֖֞֞֞֜֞֜֝֞֜֝	OFFIC	ER IN CHA	RGE AT INCIDEN	NT (NAME	()		POSIT	ION					DATE	
ŀ	MEM	BER MAKIN	G REPORT (IF	DIFFEREN'	T FROM ABO))VE)	POSIT	ION			· · · · · · · · · · · · · · · · · · ·		DATE	
L							<u> </u>						L	



	FLE/	ASE PRINT OR TYPE, IN YOUR OWN ADS. BOTH A WRITTEN AND CODED	N€ TWP Fire Department	NFIRS-3
	RESI	DONCE AMBERINE ERRADOUTE AVING	ERVICE CASUALTY REPORT	1 DELETE REPORT
FA	POIC			TIME OF INJURY
r A		9101212	101011 110210819	110145
FB	ر [[BROSAN DAVID M	2 M Fireground injury after F.D. arrival 6 🖂 8 🗇 8 🖂 6 🖂 8	Non-fire incident injury after alarm Medical aid call, illness creating the alarm Not classified above Undetermined or not reported
	AGE	SEX CASE SEVERITY 1 Minor—The patient is not in danger of death or perm	PRIMARY APPARENT SYMPT	
FC		necessary 2	requiring sutures. notition remains uncontrolled. Immediate medical e functioning and vital signs may be normal. signs are not normal. Immediate medical care is	APION ED Above
	_	AMARY PART OF BODY	PATIENT TAKEN TO	
FD	Ц	Lungs	S 3 Dechospital emergency room or general admission 4 Morque 5 Funeral hot 3 Long-term care facility 6 Residence	7 Not transported 9 Not classified above 0 Undetermined or not reported
FE	1 6	Fire suppression Emergency Medical Service (EMS) Fire prevention inspection Training 0 □ Undetermined or not reported 4 □ Fire Namintenance	o 7 □ Nine to twelve 2 □ Fatigued ee 8 □ Over twelve 3 □ Impaired (drugs. alcohol) yr 9 □ None 4 □ Impaired (illness, medication)	STATUS BEFORE ALARM 1 Asleep 2 Awake 9 Not dassified above 0 Undetermined or not reported
FF		FIGHTER ACTIVITY	WHERE INJURY OCCURRED	1
	CAU	OVING TOOLS OF EQUIPMENT Pround See		Level 4
FG		inusual fumes, Gases	1 □ None 4 □ Treated at doctor's office 8 2 □ Treated at scene 5 ■ Hospital emergency room 9	☐ Continued care after hospital release ☐ Not classified above ☐ Undetermined or not reported
FH	330	TECTIVE COAT WORN Nomes protective coat with liner Nomes protective coat without liner Canvas protective coat without liner Rubber (or rubberized) coat without liner 8 □ Other protective coat without liner 8 □ Objective coat without liner 8 □ Objective coat without liner 9 □ No protective coat without liner 10 □ Undetermined or not reported	1 □ Open	TH PROTECTIVE COAT "BON of failure of the protective coat No protective coal worn Not classified above Of Undetermined or not reported aam or hazardous gases
FI	12000	TECTIVE TROUSERS WORN Nomes protective trousers with inner Nomes protective trousers without liner Carwas protective trousers with liner Carwas protective trousers without liner Carwas protective trousers without liner 0 Diprotective trousers being worn 0 Diprotective trousers being worn 0 Diprotective trousers with liner 0 Diprotective trousers with liner 0 Diprotective trousers with liner	1	ITH PROTECTIVE TROUSERS SEND failure of the protective trousers No profective trousers worn Not classified above Undetermined or not reported earn or hazardous gases
FJ	200	TS/SHOES WORN Boots knee length (steel baseplate and steel too) Boots knee length (steel too only) Boots '\(^1\) length (steel baseplate and steel too) Boots '\(^1\) length (steel baseplate and steel too) Shoes safety (steel baseplate and steel too) Color	1	ITH BOOTS/SHOES Fairled under empact No failure of boots/shoes Not classified above Undetermined or not reported
FK	1 D 2 D 3 D	MET WORN Leather helmet Auminium helmet Glass fiber helmet Polycarbonate helmet No helmet being worn MET WORN STATUS OF HELMET 1 ★ Chin strap in use 2 ← Chin strap and ear/ne 3 ← Ear/neck protector on 4 ← Chin strap and ear/ne 6 ← No helmet being worn	in use 0 Undetermined or not reported 3 Fractured	HELMET 7 DNo failure of helmet 8 DNo failure of helmet 9 DNot classified above 0 Dundetermined or not reported
FL	1 1	E PROTECTION WORN Full face protection 3 Googles worn Partial face protection 9 Not classified ab No face protection worn 0 Undetermined or		te 8 No face protection being used 9 Not classified above tion 0 Undetermined or not reported
FM	1200 1200 1400	ATHING APPARATUS WORN Self-contained open circuit demand-type apparatus Self-contained open circuit pressure-type apparatus Self-contained closed circuit-type apparatus Not self-contained No breathing apparatus being used	STATUS OF BREATHING APPARATUS 1	PROBLEM WITH BREATHING APPARATUS NO FAILURE OF APPARATUS 917
FN		VES WORN 3 □ Canvas 6 □ Rubber Cotton 4 □ Leather 7 ™ Synthetic including Normex 9 □ Not class Wool 5 □ Asbestos 8 □ No gloves being worn 0 □ Undeterm	PROBLEM WITH GLOVES 5 Dispect fell into de above 1 Depres 3 Metted 6 Insufficient insulation red or not reported 2 Ripped 4 Dict. punctured 7 De No failure of the glov	
F0	SPE DOOD	IAL EQUIPMENT WORN Proximity sun 6 Life betil ladder belt 1 Being worn properly and us 2 Being worn properly but no suba gear 8 No special equipment being used 2 Not classified above 1 Not being worn properly but no life preservers 0 Undetermined or not reported 8 No special equipment being used 4 Not being worn properly are 1 Not classified above 1 Not being worn properly are 2 Not classified above 1 Not being worn properly are 3 Not special equipment being used 3 Not special equipment being used 5 Not special equipment being used 6 Not special	PROBLEM WITH SPECIAL EQUIPMENT 1 Burned 5 Not 1 Burned 5 Not 1 Burned 5 Not 1 Burned 5 Not 1 Roped torn, cut, punctured 7 Not 3 Melted 3 Melted 4 Not properly serviced/stored prior to use	used as recommended by manufacturer
FP	0FF	CER IN CHARGE (NAME)	POSITION	ATE
	MEN	BER MAKING REPORT (IF DIFFERENT FROM ABOVE)	POSITION D	ATE .



FIRE INCIDENT REPORTING SYSTEM

INDIANA DEPARTMENT OF FIRE PREVENTION AND BUILDING SAFETY

	LE,	ASE PRINT OR TYPE, IN YOUR OWN RDS, BOTH A WRITTEN AND CODED WAYN	16 Two Fire Department NFIRS-3
	PES	COOMES IMPLEM NECESSABLY I SAVING	RVICE CASUALTY REPORT 1 D DELETE REPORT 2 D CHANGE
FA	DII		
	¥,	9 C 2 2	10012 110210817 111
FB		CRENSHAW DARRY	1 TF C FORSOAL TT 1 Freground injury before F.D. arrival 5 Non-fire incident injury after alarm 2 SE Freground injury after F.D. arrival 6 Medical aid call, libres creating the alarm 3 Injury during response to or return from incident 9 Non-fire incident injury draging the alarm 4 Non-fire incident injury after Alarm 0 Undetermined or not reported
FC		CASE SEVERITY Minor—The patient is not in danger of death or permanent necessary. Make Minor—The patient is not in danger of death or permanent disable category includes injuries such as fractures or lacerations required. Severe—The situation is potentially life threatening if the condition care is necessary even though body processes may still be fund to the Threat—Death is imminent body processes and vital signs necessary. This category includes such as severe hemorrhage injuries.	bility. Quick medical care is advisable. This uiring sutures. ion remains uncontrolled Immediate medical nctioning and vital signs may be normal is are not normal immediate medical care is
FD	_	MARY PART OF BODY	PATIENT TAKEN TO 1 McHospital, emergency room or general admission 4 \(\text{\tinite\text{\texi{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\texi{\texi{\text{\texi{\text{\text{\texi{\text{\texi{\text{\texi{\texi{\texi{\texi{\texi{\texi{\texi{\texi{\texi{\tex{
	4	LUNGS	S 3 Doctor's office clinic 5 Funeral home 9 O Not classified above 6 Residence 0 Undetermined or not reported
	12345	SIGNMENT Fire suppression Emergency Medical Service (EMS) Fire prevention/inspection Training Maintenance Fire alarm/communications NUMBER (1 0 ne 2 1 wo 3 1 hree 4 Four 5 Fire 6 Six to e 5 Six to e	OF RESPONSES PRIOR TO INJURY 7 Nine to twelve 8 Over twelve 9 None 0 Undetermined or not reported 1 Nine to twelve 3 Impaired (drugs, alcohol) 4 Impaired (drugs, medication) 9 Not classified above 0 Undetermined or not reported 1 Asleep 2 Make 1 Make 1
FF	FIRE	E FIGHTER ACTIVITY	WHERE INJURY OCCURRED
FG	CAL	USE OF FIRE FIGHTER INJURY	MEDICAL CARE PROVIDED 3 □ Treated at medical clinic 7 □ Hospital inpatient 1 □ None 4 □ Treated at doctor's office 8 □ Continued care after hospital release 2 □ Treated at scene 5 □ Hospital enduratient 8 □ Continued care after hospital release 9 □ Not classified above
ŀ	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	 Nomex protective coat with liner Nomex protective coat without liner Nomex protective coat without liner Canvas protective coat without liner 	TATUS OF PROTECTIVE COAT Open
FI	1 1 2 3 4 1 4 1	Nomex protective trousers with liner 7 □ Other protective trousers with liner 1 0. Nomex protective trousers without liner 8 □ Other protective trousers without liner 2 0. Canvas protective trousers without liner 9 □ No protective trousers being worn 3 0. Canvas protective trousers without liner 0 □ Undetermined or not reported 8 0.	TATUS OF PROTECTIVE TROUSERS ☐ Protective trousers worn properly ☐ Protective trousers worn inside boots ☐ Protective trousers worn without suspension ☐ No protective trousers worn ☐ Not classified above ☐ Undetermined or not reported ☐ Not classified above ☐ Undetermined or not reported ☐ Trapped steam or hazardous gases
FJ	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Boots, knee length (steel baseplate and steel toe) 6 — Shoes safety (steel toe only) 7 — Boots, knee length (steel toe only) 7 — Boots whole used reinforcement 2 0 Boots without steel reinforcement 3 0 Boots without steel	TATUS OF BOOTS \[\times \text{ kength boots pulled up (full length)} \] \[\times \text{ kength boots not pulled up} \] \[\times \text{ kength boots worn} \] \[\times \text{ Not classified above} \] \[\times \text{ Undetermined or not reported} \] \[\times \text{ Undetermined or not reported} \] \[\times \text{ Undetermined or not reported} \]
FK	2000	MET WORN Leather helmet Aluminum helmet Glass fiber helmet 0 □ Undetermined or not reported No helmet being worn STATUS OF HELMET 1 □ Chin strap in use 2 □ Chin strap and ear/neck pro 3 □ Ear/neck protector not) in u	use 0 Undetermined or not reported 3 Fractured 9 Not classified above
FL	1 0	E PROTECTION WORN Full face protection 3 Goggles worn 9 Not classified above Partial face protection 8 No face protection worn 0 Undetermined or not re	PROBLEM WITH FACE PROTECTION 3 Fractured/cracked/broke 1 Burned 4 Scratched 9 Not classified above 9 Not classified above 0 Undetermined or not reported
FM	10000		STATUS OF BREATHING APPARATUS 1
FNI	1 🗆	VES WORN 3 Canvas 6 Rubber Cotton 4 Leather 7 Synthetic including Nomex 9 Not classified a Wool 5 Asbestos 8 No gloves being worn 0 Undetermined o	
F0	12300	CIAL EQUIPMENT WORN Proximity suit 6	1 Burned 1 Burned 6 Not used as recommended by manufacturer 1 Ripped torn, cut. punctured 7 No problem with special equipment 3 Melted 8 No special equipment being used 4 Not properly serviced/stored prior to use 9 Not classified above 1 Not properly serviced/stored prior to use 9 Not classified above 1 Not properly serviced/stored prior to use 9 Not classified above 1 Not properly serviced/stored prior to use 9 Not classified above 1 Not properly serviced/stored prior to use 9 Not classified above 1 Not properly serviced/stored prior to use 9 Not properly serviced/stored
FP	OFF	FCER IN CHARGE (NAME)	DSITION DATE
	MEI	NBER MAKING REPORT (IF DIFFERENT FROM ABOVE) PO	DSITION DATE



				vague in	P Fir	e Department			
	PLEAS	SE BLACK RATHER THAN CHECK BOXES		CIVILIAN CAL	JALTY REPORT		_ 1		
A	50	FOID INCIDENT NO	EXP	1 1 1 1 1 1		O Thurs ALARM TIME	Page		
		419101212 111		1110/210/817/2	o Mon 4 o Wednesday 7		NFIRS-2		
	CAS	SUALTY SEVERE ENOUGH TO CHEC	K ON LATER			CASUALTY	1 DELETE REC		
	95					NUMBER C	0 0 1 2 0 CHANGE		
GA	CAS	SUALTY LAST NAME EVANS		FIRST NAME Christoph	ee L.	D.O.B. MO YEAR			
G8	 	HOME ADDRESS		1 Circionopii	<u> </u>		TELEPHONE		
uu	51		648:44.74		ACUEDAN/	AFFILAT	100		
GC	SEX	Kaje	CASUALTY T	elty	SEVERITY	AFFILIATI			
Q.U		Male Female	2 P Action Cas 3 P EMS casu		1 a Injury 2 & Costs	3 Civile	Emergency Personnel In		
) l	ILLIARITY WITH STRUCTURE		IN AT IGNITION Hely involved with ignition		CONDITION BEFORE IN.	JURY		
	20	1 to 7 days 8 to 30 days	2 o in the	room or space of fire origin are floor as origin of fire		2 P Bedridden, other physics 3 P impaired by drugs alcol	al handicap hol		
GD	4 0	1 to 2 months 3 to 6 months	4 0 in ser	ne building as origin of fire de of building of fire origin	8 P Not a fire casualty 9 P Not classified above	4 P Under restraint 5 P Too young to act	8 © Awake unimpaired 9 © Not classified above		
	7 0	7 to 12 months Over 1 year	6 Pire 0	t on property assualty off property of fire origin		6 a Too old to act 7 a Mentally handicapped t			
		Not a Structure Undertermined or not reported	0 o Unde	termined or not reported		0 p Undetermined or not rep	poned		
		NOTION PREVENTING ESCAPE NO time to escape, explosion or		ACTIVITY AT TIME OF II	VAULY	CAUSE OF INJURY			
	1 1	fire progressed too rapidly Fire between casualty and exit		2 G Rescue attempt 3 G Fire control		1 © Caught in under between trapped by	en. 6 © Rubbed by contact with 7 © Struck by		
CE	3 0		lassified above Remined	4 P Response/return 5 P Cleanup salvage.	8 o Irrational action 9 o Not classified above	2 a Exposed to fire products 3 a Exposed to chemicals, r	9 P Not class/hed above		
	5 C	Clotting on casually burning or ni Moved too slowly	beneger to	mop up 6 p Sieeping		4 © Fell or stepped on aver 5 © Overexention	into reported 8 7 Not applicable		
		Victim incapacitated prior to ignition No conditions prevented escape or not a fa	ctor	7 D Unable to act 0 D Undetermined or not rep	orted				
	NAT	URE OF INJURY		PART OF BODY INJ	URED	DISPOSI ¹			
	, ,	Burns and asphyxia/smoke 6 0 Compli	unt of nain	1 # Head, neck 2 # Body trunk, back	7 o internal included are respira	2 o Trenie	id at scene and released to hospital by fire dept, vehicle		
GF	2 🗦	Burns only 7 □ Shock Asphyxia/smoke only 8 □ Strain	•	3 p Arm 4 p Leg	8 # Multiple parts 9 # Not classified above	4 0 Taker	to hospital by non-fire dept vehicle to other than a hospital		
	6 9	¹Vourid, cut. bleeding 9 € Not cla	ssified above	5 a Hand ported 6 a Foot	0 o Undetermined or no	reported 6 Died 7 No. cl	assified above		
	0.5	TE DELLOVE ON DACK			P SEE ADDITIONAL REPO		ermined or not reported		
	" "	EE REMARKS ON BACK			S SEE ADDITIONAL HEFD				
		UALTY SEVERE ENOUGH TO CHEC	K ON LATER			CASUALTY	1 C DELETE REC.		
	yes C	UALTY LAST NAME		FIRST NAME,	Mi		O 2 CHANGE		
GΑ	٦	MANTOR		ALLEN		D.O.B. 1 MO 1619	18 INJURY		
G8	5	HOME ACORESS					TELEPHONE		
	SEX	······································	CASUALTY T	YPE	SEVERITY	AFFILIATI	ON		
GÜ		Male	1 befire casus 2 p Action cas	fly u s ity	1 a Injury	2 o Ogner	Emergency Personnel		
i	\vdash	Female	3 ¢ EMS casu	N AT IGNITION	2 & Oeath	CONDITION BEFORE INJ	n		
;	1 0 1	Less than 1 day	1 a Intima	tely involved with ignition		1 0 Asleep 2 0 Bedridden, other physica	1		
20	3 0 4	1 to 7 days 8 to 30 days 1 to 2 months	3 p On sa	room or space of fire origin me floor as origin of fire ne building as origin of fire	8 - Not a fire casualty	3 0 Impaired by drugs, elcoh			
GD	5 0 2	3 to 6 months 7 to 12 months	5 0 Outset	te of building of tire origin on property	9 P Not classified above	5 P Too young to act	9 P Not classified above		
	70	Over 1 year Not a Structure	6 P Fire C	esualty off property of fire origin ermined or not reported		7 P Mentally handicapped at 0 P Undetermined or not rep			
		Undertermined or not reported	_1	Table of the orange of the	1111694	CALLER OF IN HURY			
ļ		DITION PREVENTING ESCAPE No time to escape, explosion or		ACTIVITY AT TIME OF IN	WURT	CAUSE OF INJURY	and the second s		
	2 0	Bre progressed too repidly Fire between casualty and exit Detect doors	lassified above	2 0 Rescue attempt 3 0 Fire control 4 0 Response/return	8 D irrational action	1 P Caught in, under, between trapped by 2 P Exposed to fire products	7 Struck by		
GE	40	legal gates, locks 0 P Unde		5 º Cleenup, salvage, mop up	9 P Not classified above	3 P Exposed to chemicals, re 4 P Fell or stepped on, over,	aduation 🛈 🗈 Undetermined or not 📑		
	6 -	Moved too allowly victim incapacitated prior to ignition		8 o Sleeping 7 o Unable to act		5 a Overexemon	8 º Not applicable		
	8 -	to conditions prevented escape or not a fa-		0 º Undetermined or not repi		Incom:	701		
	NAT	URE OF INJURY		PART OF BODY INJU	JRED 7 • Internal	DISPOSIT	id help		
GF	10	Lums and as <i>p</i> hyxie/smoke 6 © Comple Sums only 7 © Shock	int of pein	1 0 Head, neck 2 0 Body, trunk, back 3 0 Arm	Included are respira 8 0 Multiple parts	tory system, heart 3 🤉 Taken.	d at scene and released to hospital by five dept, vehicle to hospital by non-five dept, vehicle		
J.	301	furns only 7 © Shock lephyxia/smoke only 8 □ Strain, s sound, cut, bleeding 9 □ Not clar		4 D Leg	9 P Not classified above 0 P Undetermined or not				
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FIRE INCIDENT REPORTING SYSTEM

INDIANA D	DEPARTMENT	OF	FIRE	PREVENTION	AND	BUILDING	SAFETY

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FIRE INCIDENT REPORTING SYSTEM

INDIANA DEPARTMENT	OF FIRE	PREVENTION	AND	BUILDING	SAFETY

		1810		JAYNE TU		re Department	
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FIRE INCIDENT REPORTING SYSTEM

INDIANA DEDADEMENT	OF FIDE DDEVENTION	I AND BUILDING SAFETY
INDIANA DEPARTIMENT	OF FIRE PREVENTION	I AND DUILDING SAFETT

		1810		WAYNE	TWP Fire	e Department	
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GF	7 0 8 0 NAT	URE OF INJURY Burns and asphysic/smoke 6 o Complem of 7 o Shock Asphysic/smoke only 8 p Strain sprair	l pein	1 o Head, neck 2 o Body trunk, back 3 o Arm 4 o Leg		1 D Refused help 2 D Treated at scene 3 D Taken to hospita 4 D Taken to hospita 5 D Taken to other 9	if by five dept, vehicle if by non-five dept, vehicle
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	7 0 8 0 NAT	URE OF INJURY Burns and apphysia/smoke Burns only Apphysia/smoke only Apphysia/smoke only Buound cut bleeding Belocation, tracture 0 p Undertarmin	I pain I I I above	1 of Head, neck 2 of Body trunk, back 3 of Arm 4 of Leg 5 of Hand	7 9 Internal included are respiral 8 9 Multiple parts 9 0 Not classified above	1 0 Refused help 2 0 Treated at scene 3 0 Talken to hospita 4 0 Talken to hospita 5 0 Talken to other 8 6 0 Died 7 0 Not classified ab 0 0 Unders mined of	i by five dept, vehicle il by non fire dept, vehicle nen a hospital
	7 0 8 0 NAT	Burns and apphysia/smoke 6 o Complaint of 7 o Shock Apphysia/smoke only 8 o Strain sprair Wound cut, bleeding 9 o Not classified	I pein d above ed or not reported	1 of Head, neck 2 of Body trunk, back 3 of Arm 4 of Leg 5 of Hand	7 o Internal Included are respiral 8 o Multiple parts 9 o Not classified above 0 o Undetermined or not	1 0 Refused help 2 0 Treated at scene 3 0 Talken to hospita 4 0 Talken to hospita 5 0 Talken to other 8 6 0 Died 7 0 Not classified ab 0 0 Undeter mined or	i by five dept, vehicle il by non fire dept, vehicle nen a hospital



FIRE INCIDENT REPORTING SYSTEM

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INDIANA DEPARTMEN	IT OF FIR	E PREVENTION	AND	BUILDING :	SAFETY

		19.13		WHYNE IL		e Department		
	LEA	SE BLACK RATHER THAN CHECK BOXES		CIVILIAN CAU	ALTY REPORT			,
Α	50	FDID INCIDENT NO.	EXP.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		D Thurs ALARM TH	AE.	Page
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	CA	SUALTY SEVERE ENOUGH TO CHECK O	N LATER			CASUALTY		1 º DELETE REC
	yes					NUMBER		2 - CHANGE
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GB	5	HOME ADDRESS					TELEPH	IONE
	SE)		ASUALTY T		SEVERITY	AFF	ILIATION	
GC		Male 2	Fire casual Action casi EMS casus	ualty	1 Injury 2 a Death	2 o 3 =	Other Emergency Civilian	Personnel
		MILIARITY WITH STRUCTURE		N AT IGNITION		CONDITION BEFOR	RE INJURY	
) •	Less than 1 day 1 to 7 days	2 p in the	ely involved with ignition room or space of fire origin		1 P Asleep 2 P Bedridden, other		
GD		8 to 30 days 1 to 2 months	4 0 in sam	me floor as origin of fire he building as origin of fire	8 P Not a fire casualty	3 0 Impaired by drug 4 0 Under restraint	l	8 P Awake unimpaired
	• •	3 to 6 months 7 to 12 months	but	e of building of fire origin on property	9 0 Not classified above	5 P Too young to act		9 P Not classified above
	4 0	Over 1 year Not a Structure Undertermined or not reported		isualty of property of fire origin ermined or not reported		7 D Mentally handica 0 D Undetermined or		
	Ц.	NDITION PREVENTING ESCAPE		ACTIVITY AT TIME OF IN	JURY	CAUSE OF INJUR	Υ	
		No time to escape explosion or fire progressed too rapidly		1 © Escaping 2 © Rescue attempt		1 º Caught in under	between:	5 ₽ Rubbed by contact with
GE		Fire between casualty and exit Locked duors 9 P Not class	ufied above	3 0 Fire control 4 9 Response:return	8 p Irrational action	trapped by 2 9 Exposed to fire p	7	7 P Struck by F P Not classified above
UE	40	lillegal gates, locks 0 = Undeterm Clothing on casualty burning or not re	nined	5 0 Cleanup salvage. mop up	9 P Not classified above	3 P Exposed to chem 4 P Fell or stepped or	icals radiation (0 P Undetermined or not reported
	[티 -	Moved for slowly Victim incapacitated prior th ignition		6 C Sleeping 7 D Unable to act		5 0 Overexemon		8 P Not applicable
	₩-	No conditions prevented escape or not a factor		0 © Undetermined or not repo		Luc	POSITION	
	1	TURE OF INJURY		PART OF BODY INJU		ا ر	Refused help	
GF		Burns and asphyxia/amoke 6 p Complaint of	of pain	1 0 Head neck 2 0 Body trunk back	7 o Internal included are respira	rtory system, heart 🖁 3 🔍	Treated at scene a Taken to hospital to	by fire dept vehicle
GF	3 5	Burns only 7 o Shock Asphyxia/smoke only 8 o Strain sprail		3 0 Arm	8 0 Multiple parts 9 0 Not classified above	5 0	Taken to other than	by non fire dept vehicle ri a hospital
		Wound, cut, bleeding 9 a Not classifier Dislocation fracture 0 a Undertermin		5 P Hand orted 6 P Foot	0 o Undetermined or no	7 0	Died Not classified above Undetermined or n	
	a :	SEE REMARKS ON BACK			D SEE ADDITIONAL REPO			
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		SUALTY SEVERE ENOUGH TO CHECK O	N LATER			CASUALTY NUMBER		DELETE REC.
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GC	11	/ 10	Fire requell	'y	1 Sthjury		Other Emergency F	Personnel
	2	Female 3 c	EMS casua		2 Deeth	3 9	civilian	
	FA	ALLIARITY WITH STRUCTURE		AT IGNITION By involved with ignition		CONDITION BEFOR		
	2 1	1 to 7 days 8 to 30 days	2 p in the r	coom or space of fire origin ne floor as origin of fire		2 a Bedridden other p 3 a Impaired by drugs		
GD	4	1 to 2 months 3 to 6 months	4 a in sem	e building as origin of fire a of building of fire origin	8 P Not a fire casualty 9 P Not classified above	4 II Under restraint 5 II Too young to act		D Awake, unimpaired D Not classified above
	5 4	7 to 12 months Over 1 year	6 p Fre ce	on property sualty off property of fire origin		6 to Too old to ect 7 to Mentally handicar		
	84	Not a Structura Undertermined or not reported	0 p Undete	rmined or not reported		0 a Undetermined or	not reported	
		NDITION PREVENTING ESCAPE		ACTIVITY AT TIME OF IN	JURY	CAUSE OF INJURY	,	
	- 1	No time to escape, explosion or fire progressed too rapidly.		1 0 Escaping 2 0 Rescue attempt 3 0 Fire control		1 o Caught in, under, trapped by		Pubbed by, contact with Struck by
GE		Fire between casualty and exit Locked doors 9 0 Not class Illegal gates, locks 0 0 Undeterm		3 0 Fire control 4 0 Response/return 5 o Cleanup, salvage,	8 P Irrational action 9 P Not classified above	2 0 Exposed to fire pr	oducts 9	Not classified above Undetermined or not
	ક વો	Clothing on casualty burning or not rep		mop up 6 p Sleeping	- 100 Cassimos acore	4 n Fell or stepped or 5 n Overexerson		reported Not applicable
	7 여	Victim incapacitated prior to ignition No conditions prevented escape or not a factor		7 0 Unable to act 0 0 Undetermined or not repo	rted		•	
	_	URE OF INJURY		PART OF BODY INJU			OSITION	
		 		1 a Heed neck	7 0 Internal	2 0	Refused help Treated at score at Taken to bounded by	
GF	2 0	Burns and exphyxia/smoke 6 © Complaint of Burns only 7 © Shock		2 p Body trunk back 3 p Arm	included are respire 8 0 Multiple perts 9 0 Multiple perts	4 0	Taken to hospital bi Taken to hospital bi Taken to other then	y non fire dept vehicle
	4 0	Apphyxia/smoke only 8 P Strain, sprair Wound cut bleeding 9 P Not classifie Palentins had up	evode b	4 0 Leg 5 0 Hend	9 D Not classified above 0 D Undetermined or not	reported 6 0	Died Not classified above	•
	3 °	Delocation, Facture 0 9 Undertermin	or not rep			0 0	Undetermined or no	
l	p S	EE REMARKS ON BACK			D SEE ADDITIONAL REPOR	श		
υ	OFF	ICER IN CHARGE AT INCIDENT (Name, F	Position)	Date	MEMBER MAKING REI	PORT		Date -
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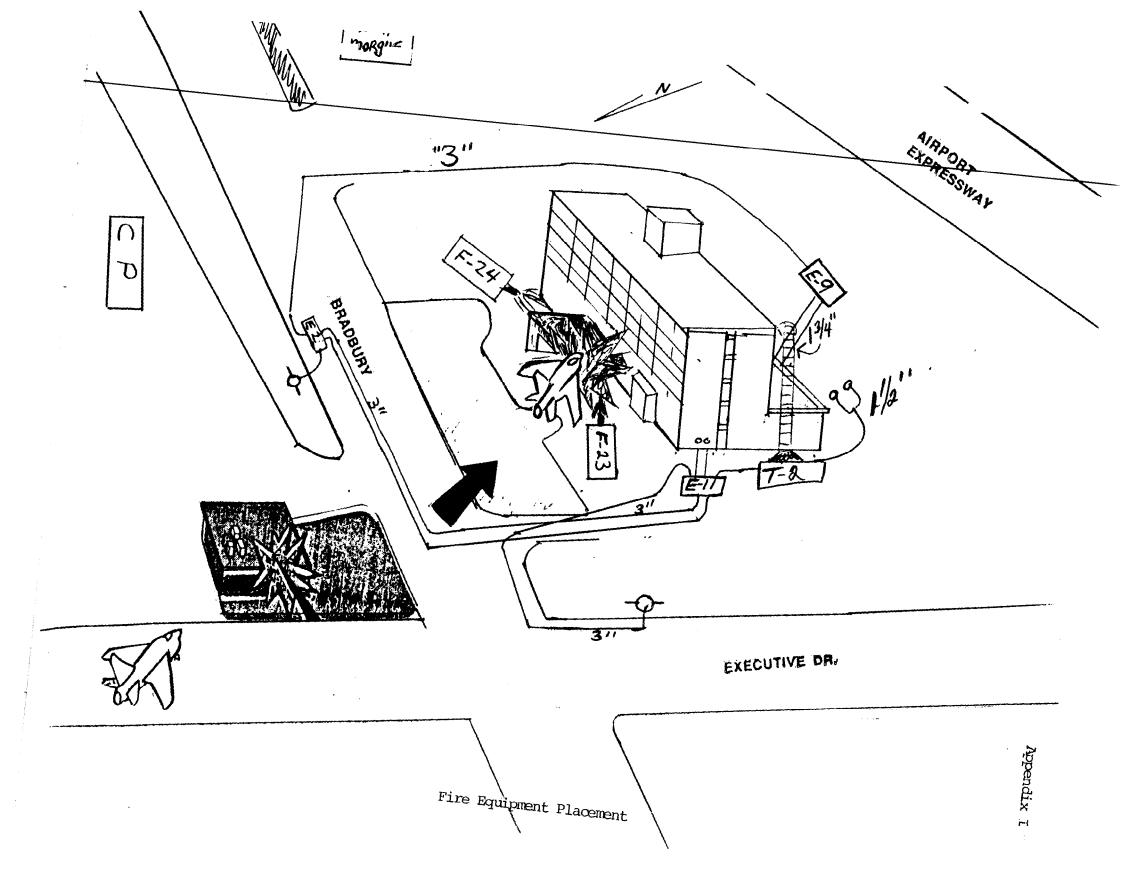
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	PLEA	ASE BLACK RATHER THAN CHECK BOXES		CIVILIAN CAU	ALTY REPORT		_
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_	2 0	Female 3	EMS casually	nty	2 o Deeth	3 Civilian	mergency Personnel
		VILLARITY WITH STRUCTURE Less than 1 day		AT IGNITION Involved with ignition		CONDITION BEFORE INJU	IRY
	3 0	1 to 7 days ³ 8 to 30 days	2 o in the roo	om or space of fire origin : floor as origin of fire		2 9 Bedridden, other physical h 3 9 Impaired by drugs alcoho	
GD	5 0	1 to 2 months 3 to 6 months	5 0 Outside (building as origin of fire of building of fire origin	8 P Not a fire casualty 9 P Not classified above	4 D Under restraint 5 D Too young to act	8 ° Awake unimpaired 9 ° Not classified above
	7 0	7 to 12 months Over 1 year Not a Structure	6 0 Fire cast	property latty off property of fire origin nined or not reported		6 o Too old to act 7 o Mentally handicapped ser	nie
	00	Undertermined or not reported	U U Unidetarii	miles or the reported		0 = Undetermined or not repor	ned
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		fire progressed too rapidly Fire between casualty and exit	1:	2 Prescue attempt 3 D Fire control		1 D Caught in under between trapped by	6 P Rubbed by contact with 7 P Struck by
GE	4 6	Locked doors 9 P Not class: flingal gates, locks 0 P Undeterm	whed	4 © Response/return 5 © Cleanup salvage	8 P Irrational action 9 P Not classified above	2 a Exposed to fire products 3 a Exposed to chemicals rad	9 P Not classified above liation 0 P Undetermined or not
) 6 þ	Clothing on casualty burning or not reg Atoved too slowly Victim incapacitated prior to ignition	1 (mop up 6 ¤ Sleeping 7 ¤ Unable to act		4 © Feit or stepped on over in 5 © Overexention	ito reported 8 p Not applicable
	1	No conditions prevented escape or not a factor		D © Undetermined or not repo		<u> </u>	
	MAT	TURE OF INJURY		PART OF BODY INJU	RED	DISPOSITION 1 0 Refused	help
GF		Burns and asphyxia/smoke 6 9 Complaint o	of pain	1 P Head neck 2 P Body trunk back	7 c internal included are respira	itory system, heart 3 = Taken to	at scene and released in hospital by fire dept. vehicle
ur	3 4	Burns only 7 a Shock Asphyxia/smoke only 8 a Strain, aprail Wound, cut, bleeding 9 a Not classifie	n d shave	3 o Arm 4 o Leg 5 o Hand	8 o Multiple parts 9 o Not classified above	5 P Taken to	hospital by non-fire dept vehicle other than a hospital
	5 4	Dislocation fracture 0 p Undertermin	ved or not report		0 a Undetermined or no	7 P Not class	sified above hined or not reported
	- s	SEE REMARKS ON BACK	······································		D SEE ADDITIONAL REPO		
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į	FAM		EMS casualty	·	1 Frigury —— 2 o Destri	3 pervium	nergency Personnel
		Less than 1 day	LOCATION A	IT IGNITION involved with ignition	1 Privry —— 2 o Desth	CONDITION BEFORE INJUR 1 • Asleep	nergency Personnel
^ 1	20	ses then 1 day I to 7 days I to 30 days	LOCATION A 1 0 Intimately 2 0 in the roo 3 0 On same	AT IGNITION involved with ignition in or space of fire origin floor as onen of fire	2 º Desih	3 Betivisen CONDITION BEFORE INJUF 1 © Asleep 2 © Bedridden, other physical ha 3 © impaired by drugs, alcohol	nergency Personnel RY andicap
GD	2 0 3 0 4 0 5 D	Less than 1 day 1 to 7 days 5 to 30 days 5 to 20 months 5 to 5 months 5 to 6 months 6 to 6 months 6 to 6 months 6 to 6 months	LOCATION A 1 0 Intimately 2 0 in the roo 3 0 On same 4 0 in same b 5 0 Outside of	IT IGNITION Involved with ignition m or space of fire origin floor as origin of fire uilding as origin of fire building of the origin	1 striury —— 2 Death 8 Death 8 Death 9 Not a fire casualty 9 Death	3 pretivition CONDITION BEFORE INJUF 1 o Asleep 2 o Bedridden, other physical ha 3 o Impaired by drugs, alcohol 4 o Under restraint 5 o Too young to act	nergency Personnel
GD	2345678	ses then 1 day 1 to 7 days 1 to 7 days 1 to 2 days 1 to 2 months 1 to 5 months 7 to 12 months Over 1 year	EMS casualty LOCATION A 1 0 Intimately 2 0 in the roo 3 0 0n same 4 0 in same but on 6 0 Fire casual	AT IGNITION involved with ignition in or space of fire origin floor as origin of fire uilding as origin of fire	2 o Death 8 o Not a fire casualty	3 pretivition CONDITION BEFORE INJUIF 1 o Asleep 2 o Bedridden, other physical ha 3 o Impaired by drugs, alcohol 4 o Under restraint	RY Indicap 8 © Awake unimpaired 9 © Not classified above
GD	23456780	ses than 1 day 1 to 7 days 1 to 7 days 1 to 7 days 1 to 30 days 1 to 2 months 1 to 6 months 7 to 12 months 1 to 12 months 1 to 12 months 1 to 14 months 1 to 15 months 1 to	EMS cesualty LOCATION A 1 0 Intimately 2 0 in the roo 3 0 On same 4 0 in same b 5 0 Outside of but on 6 0 Fire casus 0 0 Undeterm	AT IGNITION Involved with ignition more space of fire origin floor as origin of fire uilding as origin of fire building of the origin property sity off property of fire origin ined or not reported	2 Poeth 8 Policy Not a fire casualty 9 Policy Resident Provides Provided P	3 pretivition CONDITION BEFORE INJUF 1 o Asleep 2 o Bedroiden, other physical his 3 o Impaired by drugs, alcohol 4 o Under restraint 5 o Too young to act 6 o Too old to act 7 o Mansaliy handicapped seni 0 o Undetermined or not report	RY Indicap 8 © Awake unimpaired 9 © Not classified above
GD	23456780 C1	ses than 1 day 1 to 7 days 1 to 7 days 1 to 2 days 1 to 2 months 1 to 2 months 7 to 12 months Over 1 year Hot a Structure Indensemined or not reported DITION PREVENTING ESCAPE to teme to escape, explosion or	EMS casually LOCATION A 1 o Intimately 2 o in the roo 3 o On same 4 o in same b 5 o Outside of but on 6 o Fire casua 0 o Undeterm	IT IGNITION Involved with ignition m or space of fire origin floor as origin of the uilding as origin of fire I building of the origin properly sity off properly of fire origin inted or not reported CTIVITY AT TIME OF INJ ## Escaping	2 Poeth 8 Policy Not a fire casualty 9 Policy Resident Provides Provided P	3 pretivition CONDITION BEFORE INJUF 1 o Asleep 2 o Bedridden other physical his 3 o Impaired by drugs, alcohol 4 o Under restraint 5 o Too young to act 6 o Too old to act 7 o Mantally handicapped seni 0 o Undetermined or not report CAUSE OF INJURY	nergency Personnel RY Indicap B D Awake unimpaired 9 D Not classified above le ed
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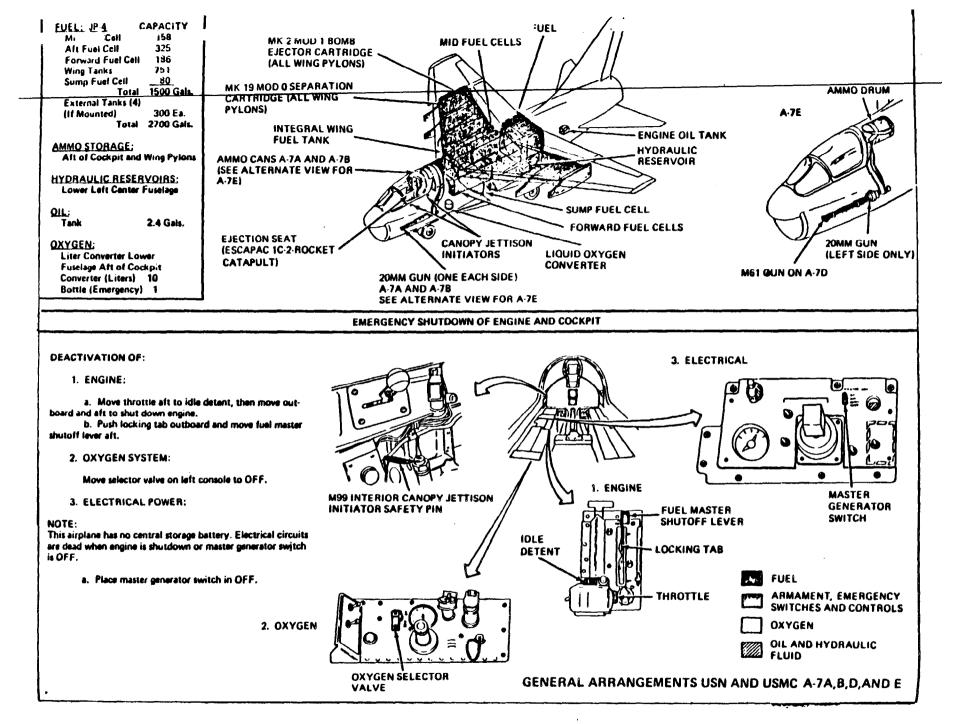


RECORD, OF OCCUPATIONAL INJURY OR ILLNESS, LEATURE OF RINGE AS SUPPLEMENT (CISTA FORM 1991) TO DISHA FORM 1990.

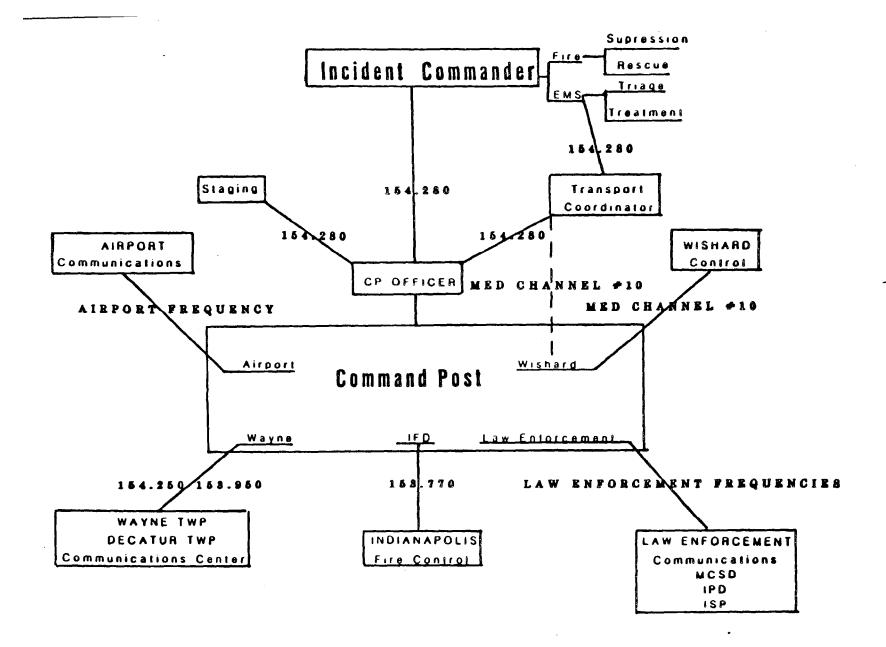
Appendix H

(DSS CONTROL			APPCHOIX II					
COMPANY NAME			CASE/FILE					
MAIL ADDRESS NO. & STREET CITY/TOWN		ZIP	_					
PLACE INJURY NO A STREET CITYTOWN ILLNESS OCCURRED	apolis IN	ZIP	EMPLOYER'S PREMISES					
ILLNESS OCCURRED	A	. <u> </u>	YES NO					
5455 Bradberry St. Indi	<u>anapolis IN.</u> DDLE	LAST	AGE					
Dannul	Crensh	aus	2.6					
HOME ADDRESS NO. & STREET CITY/TOWN	STATE	ZIP						
OCCUPATION 6438 Maidstone Apt 418	Indianapolis DEPAI	IN. 46754	MALE FEMALE					
Finaliahtan	Fire		306-72-8330					
Fire fighter		INI	DATE OF INJURY OR					
FATALITY X LOST TIME F	IRST AID (NO LOST T	IME) 10-20	- 87					
IF FATALITY, ENTER DATE OF DEATH IF LOST TIME I	NCIDENT, ENTER DAT							
		RE	GULAR JOB YES NO					
EMPLOYEE WAS TREATED AT		FIRST AID AD	MINISTERED BY					
PREMISES PHYSICIAN'S OFFICE CLINIC WHEN AME, ADDRESS OF PHYSICIAN/CLINIC	OSPITAL IF HO	SPITALIZED: NAM	E. ADDRESS OF HOSPITAL					
Methodist Hospital WHAT WAS EMPLOYEE DOING AT TIME OF INCID EQUIPMENT, ETC. & WHAT WAS BEING DONE.	DENT - ITEM(S) EM	PLOYEE WAS USIN	G. I.E.: TOOLS. MATERIALS.					
Employee was searching for vicitms in the Ramada Inn Airport during an aircraft crash. Darryl was wearing a MSA airpack (self-contained breathing apparatus) when he ran out of oxygen. Darryl stated he was working with someone and lost sight of that person when his airpack became low. The environment was dark and smoke filled. NOTE: Darryl was on the third floor at the time of the incidentloss of air how did incident occur what happened a how. Objects. Substances involved a how. Darryl removed his airpack mask to clean off the face piece in hopes he might visually see better. He placed the hose of the airmask in his bunker clothing pocket to breath, while returning the mask to his face. Darryl inhaled toxic smoke and gases while the mask was off. DESCRIBE INJURY/ILLNESS & PARTIS OF BODY AFFECTED—CUT. AMPUTATION. FRACTURE, INHALATION. SPLASH. HERNIA. RADIATION. ETC. Inhaled toxic gases and smoke.								
MEASURES TAKEN TO PREVENT REPETITION OF	INCIDENT		in the second br>•					
Due to the circumstances of the be taken would be to pay more judge when the air might start	e attention to	the airpack bo	ettle and try and					
OSHA INJURY/ILINESS CODE APPLICABLE (COIN FORM \$100 & FOR COMPILATION ON ANNUAL SUMMARY OSHA FORE	M \$102)	10-21-87	OF THIS REPORT					
	POISONING		PREPARED BY					
	TOXIC MATERIALS	James E. L	Inderwood					
	REPEATED TRAUM		PUSITION					
23 RESPIRATORY 29 C	THER ILLNESS	Chief						





AIRPORT DISASTER COMMUNICATIONS PLAN



Personnel

Units Used at the Fire

<u>Equipment</u>

	=4 .	
Wayne Township:	3 engines	12
	1 truck	4
	7 ambulances	14
	4 chief officers	4
Airport Fire:	2 crash trucks	8
	1 chief	1
	1 heavy rescue	3
	1 squad (EMS)	2
Indianapolis Fire:	4 engines	16
	2 trucks	a
	¹ squad	2
	1 tactical squad	6
	1 chief officer	1
Decatur Township:	2 engines	8
	1 ambulance	2
	1 chief officer	1
Tatalar	2 touche 0 ambulance 0 am	

<u>Totals:</u> 9 engines, 3 trucks, 9 ambulances, 2 crash trucks 1 heavy rescue, 92 personnel

Agencies Who Responded:

Wayne Township Fire Department

Perry Township Ambulance

Air Ambulance

M.C. Sheriff Department

American Red Cross

Ameritek

Environmental Air Pollution

Emergency Management-Civil Defense

Hardees

Decatur Township Fire Department

Washington Township Fire Department

Adams Mark Hotel

Wishard Ambulance

Indiana State Police

Salvation Army

Dominos Pizza

F.B.I.

Indianapolis Fire Department

Lifeline Helicopter

E.M.A.S. Ambulance

Indianapolis Police Department

Indiana Fire Marshal's Office

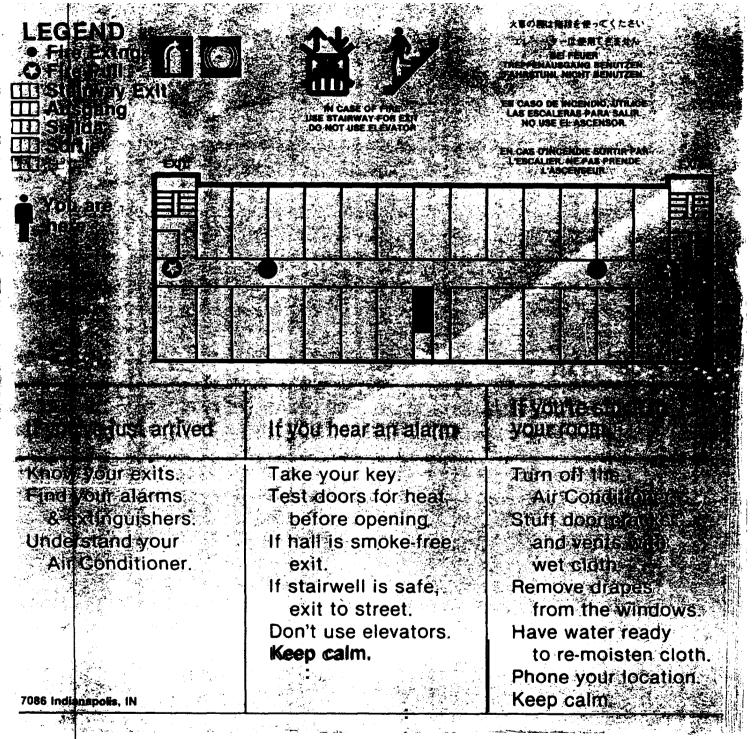
Marriott Corporation

McDonald's

6456 West Ohio Street Indianapolis, Indiana 46241 (317) 247-8501 DISPATCHER'S LOG

un Number	Date of I	ncident	Address Re	ported			Reported	Reported As: Call Back No.			umber Primary	
293	10-	20-87 5455 W. Bra			Rrallu.	Aleflane into Ramadu ENN			Kamadu			EII
Her's Name	110	0 (Received 8	y:	Disparched	8y:	Correct Address:			Nature No	Cause No	
Airport	+ Authority by Relio WH		h	WH				3	29			
Apparates	° Time Ou	t Enroute	On The Scene	To The Hospital	At The Hospital	Time in	No. Men	Man Hours	Water Used	Hose Used	Officer	In Charge
EII	0418	0918	0920			1712	14	40.00		1"	K. KELS	0
62		0418	094			155	15	37.5		1 1/2 "	D. Allen &	206
E9		0918				1313	S	40.0		21/2"	Morron)
E10	1 43	0918				1347	4	18.0		3"	Routh	+1046.
M4	. 0418	0420	0433			1503	_			4"		
mq	0418		0424			1203				5"		
04		0921				1214	1	6.25			G. SAIN	
MD 67		0918						-			_	
LWIO		0423				1724	3	25.50			Pettito-	(
22		0418	0424			1852	1	9.50			L. Curl	
AG HE		0926		1147	1211	1311	2	8.00	Meth.		m. Morre #983	
TZ	0428	-I				דצרו	4	33.00			L. Alcora	
C15			0918		1	1715	ı	8.00			P. Spurling J. Finney B. Brahan R. Billea	 ט
C74		0419				1537	1	6.25	1		J. Finne	
C 70		0920				1600	1	675			B. Braham	
298			0930			1821	1	9.00			R. billen	
245	1	1100	1100				1	·	·		B Spurli	······································
Ke 167	0956					1325	-	_				
29		0920	0920			1610	1	6.75			Flowers	
09	1000	1000	·			1610	,	6.25	-		Walker	
210	1	0422				1749	1	8.50			Hooten	
T2	11757	1759	1806			2346	2	11.50			R. Brissey	#287.
CI	0918					1852	1	9.50			Lamb	
220	0913		······································	100		1852.	1	9.50			D. Anlers	6 <i>N</i>
240	0918	1				1600	-1	6.75	**		N. Huff	
C 41	0418	1		1970		1600	1	6-75	Section 5		Cranti)	
:60			P1:200				1				Ciffin	
265			A P 10 X				1				Manlove	
-W10	1908		1428			2319	2	850	gal.	Pertito-STOTALS		
Police	PALCO	GAS CO.	WATER	ALARM	Board Health	Red Cross	Salvation Army	IED	OTHERS:	Daug Lif	oke Showing 0918 49 Lifeline Touchdown	
	0420	0920	,			į				Front End Leader Wichains From Airp		

EMERGENCY EVACUATION DIAGRAM



Appendix 0

Victim Autopsy Report

(Included in master copy at U.S. Fire Administration only.)

Stescon Industries Specifications Regarding Flexicore Floor Panels

SECTION 5 -CHAPTER 1 FLOOR FINISHES

A variety of floor finishes may be obtained over Flexicore slabs. The surface is usually first prepared to receive the floor material by placing an underlayment of mastic or concrete, or by setting metal or wood sleep ers. Underlayment, floor finishes, and/or all material and work above

Flexicore slabs are by others in the general contract work. Since camber varies with individual loads and spans it is important to consult your manufacture is amount of camber to be expected. This may affect your

choice of floor finish.

CONCRETE FINISHES

When a plain concrete finish is desired, it is best applied as a lean dry mix on a clean surface primed with cement slurry. The surface should first be thoroughly cleaned and wet down to insure adequate bond. After the excess water is removed broom on wet cement and water slurry just ahead of concrete placing. Do not allow slurry to dry or it will not produce the desired bond. Thickness should be at least one and one-half inches. Applications of this type of finish include a concrete floor with integral coloring, cast in place term razzo, floors with hardner or wearing aids integrally added, or just a plain finished cement floor.

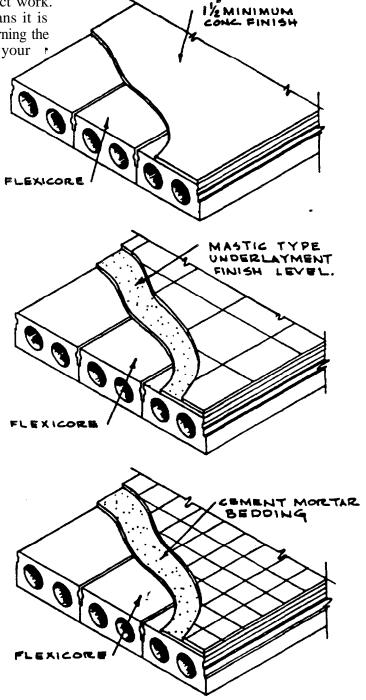
FLOOR COVERINGS ON MASTIC UNDERLAYMENT

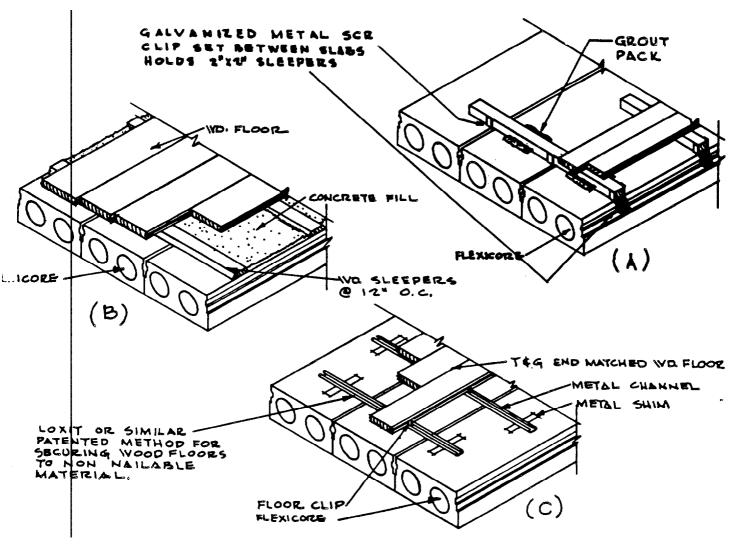
The underlayment may be any one of the following general mastic types - asphaltic concrete, Lay-kwik, Tremco, mastic underlayment, Camps or rubber base. The thickness of the underlayment should be only enough to level off any construction irrtegularities Generally 3/8"minimum thick mastic is sufficient if the contour of the cambered slabs can be followed. The adhesive used to secure the floor covering should be either made by or recommended by the manufacturer of the floor material used

APPLICATIONS: Hardwood block flooring, resilient floor such as: Cork tile, linoleum, asphalt tile, rubber tile, plastic tile.

FLOOR COVERINGS ON CEMENT UNDERLAYMENT:

APPLICATIONS: Same as. for- mastic underlayment. Also cut stone, flagging, precast terrazzo, and other materials that normally require a mortar bed for placing.



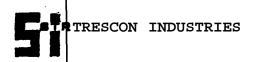


Regulation matched wood flooring may be applied to sleepers by any of the methods shown. If no sub-floor is to be used, the sleepers should be a maximum of 12" on center. If the sub-floor is used, the sleepers may be 16" apart and a layer of building paper should be placed between floors.

Beveled wood screeds (B) may be secured to the slab by concrete fill between screeds to within 1/4 inch of the bottom of the flooring. Otherwise the sleepers may be secured by cut nails in the slab joints.

Other systems for securing wood flooring to non-nailable materials are available such as the Loxit Floor System (C) and the mechanical clip shown in (A). These types of sleepers should be installed in strict accordance with the manufacturer's instructions. The Loxit System illustrated consists of channel shaped metal sleepers which are leveled with shims and floor clips are applied at every joint. The floor clip (A) consists of metal inserts in the keyway to receive and hold the wood sleepers.

With all floors laid on sleepers or screeds it is advisable to grout in or fill the void beneath the floor with a poured fill. This helps eliminate squeaks, eliminates drumming which may be annoying in some cases, prevents the formation of moisture in the trapped air space, and provides end match protection for the wood flooring.



Advantages of Floor & Roof Construction with FLEXICORE

- 1. TWO, HR. FIRE RATING -- Untopped Section THREE, HR. FIRE RATING With 2" topping.
 - Result: Low insurance rates.
- 2. Slabs can be cantilevered
 - Result: Useful for balconies & overhangs
- 3. Flexicore construction lowers building height
 - Result: Less brick work needed Shorter mechanical runs
- 4. Flexicore exposed for ceiling; only painting necessary
 - Result: No hung ceilings needed
 Only Animal maintenance required
- 5. Long spans & heavy loadings possible
 - Result: Less columns needed Simpler layout
- 6. Fast erection in all weather
 - Result: Overall job time reduced

 Work deck available for electrical & mechanical trades
- 1. Interior partitions built to flat under soffit
 - Result: Noise reduced between rooms
- 8. Hollow cores in plank useful
 - Result: Reduces dead weight
 Electrical & mechanical runs within plank
- 9. Various framing systems possible
 - Result: Wall bearing, steel frame, concrete frame or precast frame possible
- 10. Sound reduction factor -- 55 decibles
 - Result: Quieter building
- 11. Competitive cost -- STRESCON INDUSTRIES will quote "not to exceed" prices based on preliminary plans

